



Florida Commission for the Transportation Disadvantaged

CTD Business Meeting  
June 3, 2021



Please Stand for the Pledge of Allegiance

# Meeting Rules

- This is a **public** meeting under Florida's Government in the Sunshine Act.
- This meeting is being recorded.
- All audio and phone lines are muted.
- Speakers that submitted a public comment form will be selected first.
- Webinar speakers will be unmuted when called on by the meeting facilitator.
- Phone participants will be instructed on unmuting their phone lines.
- All speakers during public input will be limited to 5 minutes.

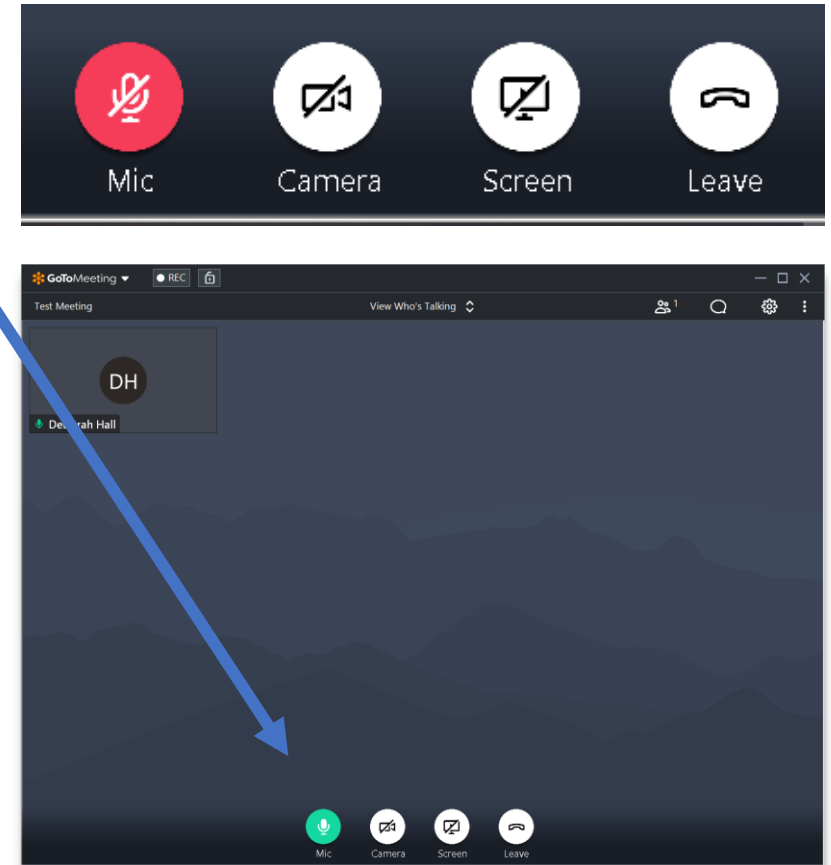


Webinar Tutorial

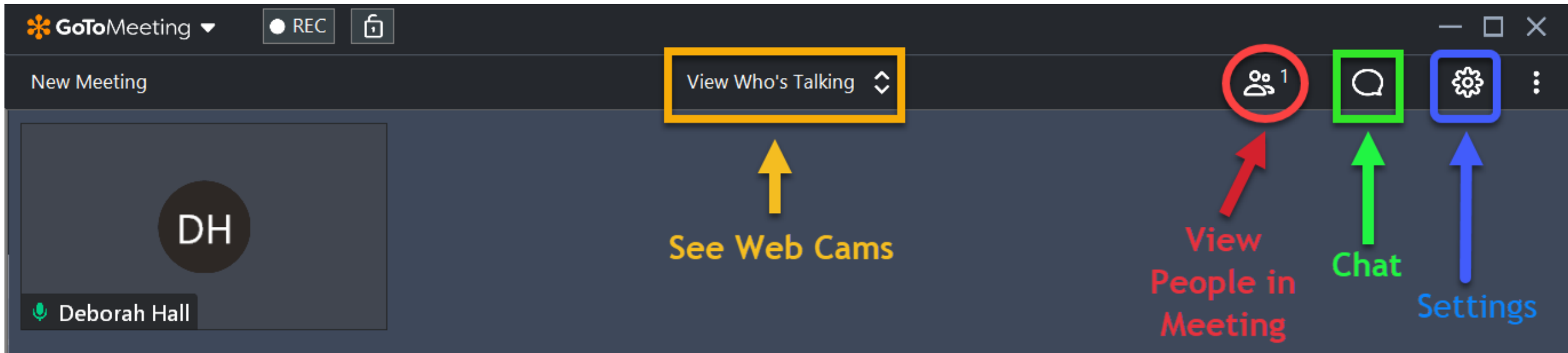
# Your GoToMeeting Screen Controls

Located at the bottom, center of the meeting screen.

- **Mic** - Mute and unmute your microphone.
- **Camera** - Turn Web Camera On and Off.
- **Screen** - Share Your Screen if you are a Presenter.
- **Leave** - Leave the Meeting



# More Screen Controls





# Public Comments

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Speakers will be called on in the order requests are received.

Comments are limited to agenda items only.

All speakers are limited to five minutes per public comment.





# Approval of Minutes

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The Commission convened its business meeting on March 30, 2021 via GoToMeeting webinar.

The minutes from this meeting are attached to the June 3, 2021 meeting packet.



men's children's home



Community Transportation  
Coordinator (CTC) Designations



# Brevard County

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Brevard County Board of County Commissioners (BOCC) is the CTC for Brevard County.

Space Coast Transportation Planning Organization (TPO) is the Planning Agency for Brevard County.

Brevard County BOCC is a governmental entity and not subject to a competitive procurement process to bid for continuing as the CTC.

On May 13, 2021, Space Coast TPO recommended Brevard County BOCC continue to serve as the CTC for Brevard County, from July 1, 2021 to June 30, 2026.



# Calhoun County

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Calhoun County Senior Citizens Association, Inc. (Calhoun Transit) is the CTC for Calhoun County.

Apalachee Regional Planning Council (ARPC) is the Planning Agency for Calhoun County and issued an RFQ for the CTC designation.

On May 20, 2021, ARPC recommended Calhoun Transit continue to serve as the CTC for Calhoun County, from July 1, 2021 to June 30, 2026.





# Wakulla County

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Wakulla County Senior Citizens Council, Inc., is the CTC for Wakulla County.

ARPC is the Planning Agency for Wakulla County and issued an RFQ for the CTC designation.

On May 20, 2021, ARPC recommended the Senior Citizens Council continue to serve as the CTC for Wakulla County, from July 1, 2021 to June 30, 2026.





# Duval County

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Jacksonville Transportation Authority (JTA) is the CTC for Duval County.

The North Florida TPO is the Planning Agency for Duval County.

JTA is a governmental entity and not subject to a competitive procurement to continue as the CTC.

On March 4, 2021, North Florida TPO recommended JTA continue to serve as the CTC for Duval County, from July 1, 2021 to June 30, 2026.





# Hillsborough County

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Hillsborough County BOCC (Sunshine Line) is the CTC for Hillsborough County.

Hillsborough County Metropolitan Planning Organization (MPO) is the Planning Agency for Hillsborough.

Sunshine Line is a governmental entity and not subject to a competitive procurement to continue as the CTC.

On April 14, 2021, Hillsborough MPO recommended Sunshine Line continue to serve as the CTC for Hillsborough County, from July 1, 2021 to June 30, 2026.





# Lee County

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Lee County BOCC (LeeTran) was appointed as the emergency CTC for Lee County since February 2020.

Lee County MPO is the Planning Agency for Lee County.

LeeTran is a governmental entity and is not subject to a competitive procurement to continue as the CTC.

On May 14, 2021, Lee County MPO recommended LeeTran continue to serve as the CTC for Lee County, from July 1, 2021 to June 30, 2026.





# Pasco County

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Pasco County BOCC is the CTC for Pasco County.

Pasco County MPO is the Planning Agency for Pasco County.

Pasco County BOCC is a government entity and not subject to competitive procurement to continue as the CTC.

On April 8, 2021, Pasco County MPO recommended Pasco County BOCC continue as the CTC, from July 1, 2021 to June 30, 2026.





# Taylor County

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Big Bend Transit, Inc., is the CTC for Taylor County.

Taylor County BOCC is the Planning Agency for Taylor County and issued an RFP for the CTC designation.

On May 25, 2021, Taylor County BOCC recommended Big Bend Transit continue to serve as the CTC for Taylor County, from July 1, 2021 to June 30, 2026.





# FY 2021-22 Innovative Service Development (ISD) Grant

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The 2019 Legislature created the Multi-Use Corridors of Regional Economic Significance (M-CORES) program, which included \$10 million in recurring revenue for CTD to award competitive grants to CTCs and TNCs that:

- Increase an individual's access to job training, employment, health care, and other life-sustaining activities;
- Enhance regional connectivity and cross-county mobility; or
- Reduce difficulty in connecting an individual to a transportation hub.

The 2021 Legislature passed legislation that repeals the M-CORES program (including the \$10 million). If the legislation is approved by Governor DeSantis, the Commission will **NOT** award ISD grant funding for FY 2021-22.

As the final outcome of the M-CORES program has not been determined, the ISD Grant Subcommittee facilitated its application process for the ISD Grant program and recommends projects for approval **CONTINGENT** on funding.





# FY 2021-22 Innovative Service Development (ISD) Grant (continued)

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The Commission contracted with USF-Center for Urban Transportation Research (CUTR) to provide technical assistance for the application/review process. CTD announced the application on March 9, with a deadline of May 3:

- Sixteen applications were received, requesting a total of \$7.2 million.
- Fifteen applications were similar or expanded projects approved by CTD in FY 2020-21.
- Thirteen applications were submitted by CTCs and three were submitted by TNCs.
- Three applications requested funding on a multi-year basis
- Seven applications were submitted early for feedback from CTD/CUTR.

The ISD Grant Review Subcommittee recommends approval for \$7.4 million for all 16 applications and the second year of the PSTA “Direct Connect” project for FY 2021-22, contingent on the continuation of M-CORES funding.

# FY 2021-22 Shirley Conroy Rural Area Capital Assistance Grant

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FDOT authorizes the transfer of \$1.4 million to the TD Trust Fund to assist rural areas with the purchase of capital equipment.

CTD announced the opportunity to apply for the FY21-22 Shirley Conroy Grant on March 4, with a deadline of April 9, 2021.

Twelve applications were received, requesting \$1.3 million for FY21-22.

The review subcommittee met on April 29, 2021, and recommended approving 10 projects at \$1.05 million.



# Review of CTD COVID-19 Rescue Plan

In March 2020, CTD implemented a rescue plan to mitigate some of the financial losses incurred by CTCs due to COVID-19.

The rescue plan provides a certain level of relief funding based on a percentage of loss in services reported on the CTCs' monthly invoice.

Between March 2020 and April 2021, CTD has distributed approximately \$10.8 million in rescue funding.

On March 30, 2021, CTD voted to begin phasing down rescue funding for the fourth quarter (April-June) of FY20-21.

It is recommended the Commission continue to phase down rescue funding for the first quarter (July-Sept) of FY21-22:

- **Option 1** – Reduce rescue amounts across all percentage loss thresholds (i.e., all systems); or
- **Option 2** – Reduce rescue amounts for the highest percentage threshold categories (i.e., systems that report 60-100% loss in services).



## CTD Policy on ADA Paratransit Services

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The Americans with Disabilities Act (ADA) affords individuals w/ disabilities, who live near (and cannot access) a fixed route, “complementary paratransit” services.

The TD Trust Fund (TDTF) supports the purchase of trips for eligible individuals to access activities “not sponsored by another agency” (s 427.0159(3), F.S.).

CTD determined ADA paratransit services not eligible for TDTF funding based on its “non-sponsored” eligibility criteria, established in 1997.

CTD facilitated two public workshops (February 25 and May 7, 2021) to determine whether to maintain or revise its policy on ADA paratransit services.

CTD and Thomas Howell Ferguson published a DRAFT report on May 28, 2021.



# CTD Policy on ADA Paratransit

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Florida Commission for the



**Transportation  
Disadvantaged**

For individuals who are determined dual eligible for TD and ADA services, CTD should maintain its policy and authorize the use of TDTF dollars to:

- Purchase paratransit trips not covered under the ADA; and
- Subsidize the rider's fare for an ADA complementary paratransit trip.

Notwithstanding these exceptions, ADA complementary paratransit services should not be eligible for reimbursement under the TDTF for the following reasons:

**Access to Transportation** – The ADA guarantees eligible individuals' access to public transportation (through the fixed route), regardless of the availability of TDTF dollars.

**Limitations of Funding** – A reversal of the policy (where TDTF dollars supplant a portion of ADA trips) would reduce the availability of TDTF funding for TD (non-ADA) riders.

**Eligibility** – CTD's eligibility criteria identify "public transit" as an option that must be explored *prior* to determining an individual eligible for non-sponsored services.

**Coordination** – The use of TDTF dollars to subsidize the fare for fixed route and ADA paratransit trips is the most cost-effective means of ensuring access to public transit.

# Summary of Public Input

Public Comment	Response
The ADA is not a “sponsored” program but a comprehensive civil rights act. The availability of ADA paratransit should not be used to deny access to eligible recipients of TD state dollars.	CTD’s eligibility criteria are intended to ensure TDTF dollars are used in the most cost-effective manner in meeting the needs of its recipients (427.0159(3), FS), who otherwise would have little-to-no access to transportation.
If CTD reversed its policy, TDTF funds would <b><u>not</u></b> “subsidize” ADA paratransit services. Rather, dual eligible riders should be able to utilize either TD or ADA services anywhere in the county.	Unlike the ADA, TDTF non-sponsored transportation is provided only to the extent funding is available. Rule 41-2.013 provides that these funds must only be applied <b><u>after</u></b> all other funding sources have been “used and eliminated.”
The fiscal impact of reversing this policy is zero – CTCs receive a fixed amount in TDTF funding.	A reversal of this policy would reduce the availability of funding for CTCs to deliver non-sponsored trips to TD (non-ADA) riders
The CTD policy is unequally applied across the state.	The CTD policy on ADA complementary paratransit only applies to communities where such services exist.



# Summary of Public Input

Public Comment	Response
CTD's definition of "sponsored" trips may endanger the CTCs' ability to draw down TDTF dollars as well as coordinate with other federal funding (e.g., 5311).	A CTC's ability to "draw down" TDTF is based on the demand for and performance of non-sponsored services. Beyond this, CTCs are permitted to use other federal, state and local funds to support the delivery of TD services (427.011(10), FS).
CTCs should be reimbursed at the rate of a TDTF "non-sponsored" trip (not just the rider's fare) for an ADA complementary paratransit trip.	This policy is consistent with the use of TDTF to purchase bus passes, which only subsidize the fare – <b><u>NOT the full cost</u></b> of a fixed route trip – for TD eligible individuals to access the fixed route system.
Let CTCs use their own local eligibility guidelines, as approved by the Local Coordinating Board (LCB), regardless of where the individual lives.	Though CTCs and LCBs are authorized to develop their own eligibility guidelines and priorities for TD funding (427.0155(7) and 427.0157(4), FS), the Commission maintains oversight and accountability for the distribution of TDTF dollars (427.0159, FS).

# Report Recommendations

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Recommendation 1 – The Commission should maintain its policy on ADA complementary paratransit services to ensure TDTF dollars are used in a way that maximizes cost-effectiveness and rider access to both ADA and non-ADA transportation.

Recommendation 2 – The Commission should codify this policy explicitly within its TDTF eligibility criteria, where ADA paratransit is identified as a service option under “public transit” that must be explored prior to determining a TD individual eligible for TDTF non-sponsored services.

Recommendation 3 – The Commission should consider strategies to assist CTCs in implementing this policy, including training and technical assistance, quality assurance, and collection and analysis of program data on eligibility and services provided.





# Executive Director Report

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Trip & Equipment (T&E) Grant Allocations for FY 2021-22.

New T&E Grant Invoice Template

New “Rider & Stakeholder Relations” Subcommittee Update

- Improve public outreach and information on TD Program
- Participate in collaborative initiatives and stakeholder venues

ISD Grant Technical Assistance Report from CUTR (Next CTD Meeting)

Update on CTD-FPTA Annual Conference – October 24-27, 2021



Updates

# Commissioner & Advisor Reports

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# Public Comments and Closing Remarks

Next CTD Business Meeting:  
Tentative July 27, 2021